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FISCAL IMPACT STATEMENT

LS 7403

BILL NUMBER: SB 523

NOTE PREPARED: Jan 10, 2011

BILL AMENDED:

SUBJECT: Commuter Rail Service Fund.

FIRST AUTHOR: Sen. Charbonneau

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 DEDICATED
 FEDERAL

IMPACT: Local

Summary of Legislation: The bill provides that a commuter transportation district may use money deposited in the Commuter Rail Fund that is revenue derived from the taxation of indefinite-situs distributable property of railroad car companies to: (1) satisfy any debt service; and (2) provide state matching funds for federal transit capital grants.

Effective Date: July 1, 2011.

Explanation of State Expenditures:

Explanation of State Revenues:

Explanation of Local Expenditures: Money in the CRSF is distributed to the Northern Indiana Commuter Transportation District (NICTD) for maintenance, improvement, and operation of the commuter rail service. Under the bill, NICTD could also use money that is deposited in the CRSF from rail car companies to be used for debt service or for nonfederal matching share of federal transit capital grants.

Background: The tax on indefinite-situs distributable property of rail car companies is assessed by the Department of Local Government Finance based on the stateside average net property tax rate and a credit for maintenance and improvements on rail cars owned or used by the taxpayer. In addition to this revenue source, the CRSF receives revenue from the state Sales and Use Tax. However, only revenue from the rail car company property tax would be available for debt repayment and nonfederal share matching. The five-year revenue history of the CRSF is shown below.

Fiscal Year	Rail Car Company Property Tax Revenue	Sales and Use Tax Revenue
2006	\$4,145,168	\$7,514,028
2007	4,393,762	7,694,684
2008	5,062,811	7,930,782
2009	5,259,948	7,164,237
2010	4,340,736	7,387,107

Explanation of Local Revenues:

State Agencies Affected:

Local Agencies Affected: NICTD.

Information Sources:

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